



STATE OF HAWAII

SCOPE OF SERVICES

FARRINGTON HIGHWAY REALIGNMENT FEASIBILITY STUDY

Background information

The Oahu Metropolitan Planning Organization (OahuMPO) is the established Transportation Management Area agency designated by the United States Secretary of Transportation under 23 USC 134 and 49 USC 5303 that is responsible for conducting regionally-significant transportation planning studies on the Island of Oahu. The OahuMPO is issuing this RFP and will serve as the manager of the project in cooperation with its cooperating agencies: the State of Hawaii Department of Transportation, the City and County of Honolulu Department of Transportation Services, and the Honolulu Authority for Rapid Transportation.

The Makaha Beach Park Master Plan was completed in 1998 for the City & County of Honolulu Department of Parks and Recreation. A concept which was illustrated in that plan was a realignment of Farrington Highway to the north-east of Makaha Beach Park. The plan noted that a draft detailed project report and Environmental Impact Statement ("EIS") was prepared for the U.S. Army Corps of Engineers in November 1985; and the preferred proposal was to realign Farrington Highway on the mauka (i.e., "mountain") side of the proposed project site. The stated benefits of this realignment were: 1) increased recreational use, 2) expansion of the beach, 3) additional parking, 4) elimination of highway repairs due to beach erosion and storm waves, and 5) insured access in and out of the west end of the island of Oahu. The realignment of Farrington Highway is included in the current Oahu Regional Transportation Plan as a long-range project. However, the 1998 master plan only presented the idea as a concept and the 1985 Draft EIS is now almost 30 years old. This project will re-examine the realignment concept and estimate the potential impacts, costs, benefits, and feasibility of realigning Farrington Highway.

The consultant will work under the direction of a multi-jurisdictional project working group, which will be formed and supported by OahuMPO.

Per Federal regulation (23 CFR 450.320), any congestion impacts will be analyzed using OahuMPO's Congestion Management Process. Additionally, the study must be consistent with 23 CFR 450.318 – Transportation planning studies and project development. Regional performance measures, if available, should also be used in the evaluation of alternatives. Though this study is not intended to be an environmental document, MAP-21 Section 1310 encourages the integration of planning and environmental review to the extent possible. (Also see 23 CFR Appendix A to part 450).

The expected products/outcomes of this project are:

- An updated estimate of the potential impacts, costs, and benefits of realigning Farrington Highway to the north-east of the Makaha Beach Park;
- A recommendation or set of recommendations based on technical analysis and evaluation to address existing issues (which may include concepts other than a full realignment of the roadway)

Scope Summary and Requirements

The goal of this project is to conduct a sub-area study of the Makaha Beach Park area from approximately 250 feet south-east of the Farrington Highway/Kili Drive intersection to the Farrington Highway/Makau Street intersection for the purpose of assessing the social, environmental, technical and economic impacts, costs, and benefits of a potential realignment of Farrington Highway. (See Figure 1: Study Area Map)



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Product 1: Project Management Plan and Public and Stakeholder Input Process

The Contractor shall determine key points in the study process at which the public and/or key stakeholders could provide valuable and meaningful input. The Contractor shall determine how best to solicit and collect input from the public and key stakeholders in order to help ensure that a broad, representative group of people (especially those traditionally underserved by transportation systems) is informed of the study's goal and has an opportunity to provide input.

The Contractor should assume and budget for monthly coordination meetings with OahuMPO staff. These meetings may be in-person or via electronic means such as telephone or web-meetings. The goal of these meetings is to report on study progress and ensure coordination with the work of OahuMPO and/or its participating agencies.

Product 2: Existing Conditions Report

The Contractor shall measure existing conditions within the study area, including, but not necessarily limited to:

- Farrington Highway alignment and condition
- Traffic operations for all modes
- Safety issues or concerns
- Environmentally sensitive areas within the study area
- Cultural or historical concerns
- Public and stakeholder perceptions of existing operations and issues
- Planned transportation improvements in or near the study area that may impact operations or potential roadway alignments or cross-sections
- Important topography which may impact a potential realignment of Farrington Highway
- Review the 1998 Makaha Beach Park Master Plan
- Review the 1985 Army Corp of Engineers EIS

Any data not readily available will be collected by the Contractor as part of this study.

Product 3: Evaluation Criteria

Based on the information gathered, the contractor will propose a set of evaluation criteria for assessing the impact of any potential improvement strategy. The evaluation criteria shall include, at a minimum,

- Multimodal Safety Improvements;
- Constructability;
- Land and Property Acquisition;
- Social Acceptability and Community Context;
- Environmental Impacts;
- Estimated Costs; and
- Climate Change.

Any pertinent performance measures adopted by the Federal Highway Administration, Hawaii Department of Transportation, City & County of Honolulu, or OahuMPO, if any, shall also be used as evaluation criteria.



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Product 4: Develop Alternative Solutions

The contractor will, in collaboration with the multi-jurisdictional working group, develop a set of strategies, policies, capital improvement projects, or other solutions to address the issues identified in Existing Conditions Report. At least one of the identified solutions shall be the possible realignment of Farrington Highway as shown in the 1998 Makaha Beach Park Master Plan. Multiple alternative alignments may also be considered, as well as non-realignment alternatives. One of the alternatives shall also be a no-build strategy.

The Contractor shall take into consideration the Oahu General Plan, the Oahu Regional Transportation Plan, and/or any other adopted planning document which contains projects that may impact the study area.

The Contractor should be aware that HDOT intends to rebuild bridges 3 and 3a within the study area sometime in the next few years. Therefore some re-alignment alternatives may need a sub-alternative which shows the bridges in their current alignment and another sub-alternative showing the bridges in a new alignment.

Product 5: Evaluation and Prioritization of Potential Improvements

The Alternative Solutions will be evaluated using the established Evaluation Criteria. The Contractor will utilize the multi-jurisdictional working group to develop a sub-set of Selected Alternative Solutions for further investigation and development.

Product 6: Cost Estimates of Selected Improvements

The Contractor shall develop life-cycle cost estimates of the Locally Preferred Alternative Solutions as identified by the multi-jurisdictional working group. This may necessitate the further development of a Locally Preferred Alternative Solution and planning-level preliminary design in order to accurately estimate the quantity of materials needed to implement the Locally Preferred Alternative Solution.

Product 7: Final Recommendation(s)

Working with the multi-jurisdictional work group, the Contractor will facilitate the development of a consensus around one or more of the Selected Alternative Solutions as a final recommendation(s). The Contractor shall prepare maps, cross-sections, and other visualizations showing the recommended improvements, as appropriate. To facilitate the preparation of associated environmental documents, the Contractor shall also develop a purpose and need statement for the final recommendation(s).

All products will be provided in both hard copy and acceptable electronic format.